

Goods Transport of the Most Important Railway Stations
(in 1 000 tons).

	1929	1931	1935	1936	1937
Memel	473.1	611.5	795.3	831.6	823.3
Kaunas	419.2	492.3	401.8	452.3	513.8
Obeliai	425.4	611.8	260.8	224.9	213.8
Joniškis	149.7	116.6	152.5	139.9	213.0
Pagėgiai	594.5	435.4	119.8	119.4	218.3
Virbalis	274.5	212.6	45.4	69.5	88.7

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The recession of the goods turnover of both Lithuanian-German frontier stations, Pagėgiai and Virbalis, in 1935 and 1936, reflects first of all the shrinkage shown in the previous chapter of our foreign trade communication with Germany. Since the normalization of Lithuanian-German commercial relations a revival tendency in the turnover was observable in 1937. Above all, however, we see in the foregoing table the tremendous advance of transport to and from Memel, which is due to the ever-increasing importance of that port in our economic life. The importance of our new line of communication, Telšiai - Kretinga, which was opened in 1932, has already been pointed out. The building of this line, as also the introduction of the reduced goods transport tariff in traffic to and from the port of Memel, whereby a more favourable differential rate was granted, has to a great extent contributed to the increase of railway goods transport via Memel during recent years. (651)

The decline of goods transport via Obeliai, the Lithuanian-Latvian frontier station, over which formerly goods transit between Germany and Russia developed, is to be ascribed to the suspension of transit from Germany via Lithuania since 1931.

2. Memel Port Traffic.

The importance of the port of Memel for Lithuania's economic life appears from the fact that, according to the data of the Customs Statistics, in 1937 via Memel 75.5% of our export trade and 68.2% of our import trade were conveyed. 504

504 Under German rule, Memel, as the northernmost situated port, which lacked a hinterland, did not acquire full importance, and served exclusively timber transport. For the first time under the Lithuanian regime a rising period began for Memel port. The indispensable investment works, which for the first time rendered the port accessible to the navigation of larger oceangoing vessels, demanded heavy outlays, the redemption of which will take a long time. The Government during the past fifteen years has laid out 39 000 000 litas on construction work and cost of up-keep of the port, while during the same time the receipts reached only 9 500 000 litas. Besides these directly invested sums for the extension of the port, no less considerable amounts have been expended on the erection of warehouses, petrol tanks, refrigerators, and similar installations. Certainly the receipts show a rapid rise: whereas until 1935 they fluctuated between 500 000 litas and 800 000 litas annually, in 1936 they already amounted to 1 360 000 litas and in 1937 to over 1 500 000 litas.

[502] The most important construction work consisted in the deepening of the harbour on an average by 2 metres, in order to render it navigable for ocean steamers. Thanks to these works, the harbour depths to-day in many places are from 8 to 9 metres and in the new dock of the winter port from 7 to 7.5 metres. In the next few years, moreover, further deepening of the harbour to 10 metres is planned.

The already mentioned new dock of the winter port comprises an area of 96 000 square metres and is accessible to large vessels with a displacement of 10 000—15 000 tons. Among other works should be mentioned: The strengthening of approximately 2 000 metres of quays with ferro-concrete and iron reinforcement; the creation of a yacht harbour; extension of the railway track in the port by 4 300 metres; erection of three modern electric cranes; building of new port warehouses with 73 000 cubic metres storage capacity; the completion of the electric power station, &c.

505 The development of Memel shipping since the attachment of the Territory to Lithuania is shown by the following figures:

LITHUANIA

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fresh meat and poultry 13 millions, cereals about 20 millions 439
and eggs 7.8 millions).

The total value of exports of raw materials and half-finished goods was 73.4 million litai. Exports of hemp and tow accounted for 25 million litai, cellulose for 12.7 millions and timber for 21 millions.

Among imports, manufactured products head the list (133 million litai, comprising machinery and tools, automobiles, chemical products, textiles and yarns, etc.), followed by raw materials and half-finished goods totalling 78.7 million litai (gilt metals, cement, chemical fertilisers, coal, naphtha and petroleum, cotton, etc.).

As long as the territory of Klaipėda (Memel) belonged to Lithuania, the foreign trade of the country passed almost exclusively through the Port of Klaipėda (Memel). Under the treaty concluded in March 1939 with Germany, Lithuania retains a free port at Klaipėda. (504) •

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There has been a fairly big increase in population; rural 462
families tend to be large. The women, though very fully occupied with their children and domestic duties, find time to look after the animals and work in the fields. This type of work is, however, more often left to women who have no children or domestic duties to attend to — that is, to girls or women whose children are older. Lithuanian women are, as a rule, fit and healthy; nevertheless, they are sometimes forced to neglect their homes, owing to the claims of agriculture and the rearing of children. They are naturally clean and orderly, and like to have a little garden of their own; in winter, they devote themselves to home industries — spinning, knitting, embroidery and sometimes weaving. The artistic value of a great deal of the handwork done in the country is of exhibition standard and has been shown both in Lithuania and abroad — for example, in 1937, at the Paris International Exhibition and, in 1938, at the Berlin International Exhibition of Arts and Crafts.

The Lithuanian peasant is somewhat deliberate in character; he is long-suffering and is prepared when necessary to go through difficult times without complaint. This was proved during the war, when, notwithstanding intense suffering, the popular songs and jokes dear to the peasant heart were never forgotten. 156

The rural population used formerly to wear homespun 291
woollen and linen clothing — the production of flax is relatively greater in Lithuania than in any other European country. Of recent years, this type of clothing has disappeared, its place being taken by ready-made factory goods.

The History of Livonia.

to submit under the Protection of *Sigismund Augustus* King of Poland, who made *Courland* a Dukedom, and gave it to *Goddard Kettler* of *Nesselrath*, the last Master of the *Teutonic Order* in *Livonia*, to hold it as a Fief of the Crown of Poland. But *William* the youngest Son of this *Goddard*, who succeeded his elder Brother in the Government, was dispossessed of his Dominions by *Sigismund III.* King of Poland, and lived in Exile till 1619; when he was restored to the Dukedom, whose Posterity enjoy it to this Day.

The *Poles* also remain to this Day possess'd of some inconsiderable Places of the South side of the River *Dwina* or *Dune*, among which *Dunaburgh* is the only Place worth taking notice of.

The Duchy of *Memel* is likewise a part of the Southern *Livonia*: Its Capital City bearing the same Name, is Situate upon, and encompass'd by, the River *Tanger*, which not far from thence exonerates it self into the Sea, in the Gulph call'd the Lake of *Courland*, and affords a very Commodious Harbour to this little but pleasant Town: Its Castle is very well Fortified; it was An. 1250. built by the Master of the Order of *Livonia*, and in 1328. sold by them to the Master of the *Prussian* Knights. In the Truce made in the Year 1635, betwixt the *Poles* and *Swedes*, it was Stipulated, that the said City and Dukedom should be surrendred to the Elector of *Brandenburgh*, who ever since remains in possession of it.

C H A P. II.

Of the Antient Inhabitants of Livonia, and their Superstitions and Customs.

IT is beyond all dispute, that *Livonia* remain'd for a long time involved in the Darknefs of Paganism and Idolatry, this Country being quite unknown in these Parts, till in the Year 1158, a Merchant Ship of *Bremen* (or as some will have it of *Lubeck*) being forced by a Tempest into the Gulph of *Riga*, made the first discovery

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SU. speaking. The Memel Statute signed by France, Britain, Italy and Japan
 728 legalized the Lithuanian *fait accompli* but stipulated that the Memel
 487 territory should enjoy internal autonomy. Russia rejected the Memel
 Statute and even protested against it as interfering with Lithuania's
 internal affairs.

In March 1939, Hitler repeated for Germany's benefit the *coup de
 force* of 1923, detached Memel from Lithuania and brushed aside the
 Memel Statute. In January 1945, the Red Army conquered the Memel
 area and restored it to Soviet Lithuania. The Russian conquest of Memel,
 which ceased, of course, to be an autonomous territory and became an
 integral part of the Soviet Union, finally consecrated the unity of the
 Njeman valley.

As one of the most important ports of the U.S.S.R. on the Baltic
 coast, Soviet Klaipeda was too important to be left in Lithuanian hands.
 Russian colonization began, providing staff for the extensive Klaipeda
 ship-repairing works and for other important enterprises. In 1947 the
 number of Russians in the port was large enough to warrant the opening
 of a permanent Russian theatre.

RUSSIAN KOENIGSBERG

By annexing Koenigsberg, and by converting it into a purely Russian
 city, Soviet Russia has in the geopolitical and ethnical sense outflanked
 the Baltic States, and transformed them into a kind of Russian hinter-
 land. Figuratively speaking, the whole of Soviet East Prussia constitutes
 a belt which cuts off the unreliable Baltic nations from the West.

The annexation of north-eastern East Prussia, with Koenigsberg as
 administrative centre, is a great historical triumph for Russian policy.
 This former German province had played a conspicuous part in Russian
 military history: it had been the battleground of four consecutive wars
 which Russia had waged against a western enemy; the Seven Years' War
 (1756-1763), the Napoleonic Wars and the First and Second World
 Wars. The idea of permanently attaching East Prussia to the Russian
 Empire is not new to Russia's ruling circles. It had been suggested during
 the Seven Years' War when the troops of Czarina Elizabeth occupied
 East Prussia, but only the Soviet Union possessed enough dynamic
 strength to put the annexation of that territory into effect.

The Soviet writer, Vyacheslav Shishkov, in his great historical novel
 Yemelyan Pugachov evoked the memory of the first Russian occupation
 of Koenigsberg. Although the novel was written at the height of the
 Russian-German conflict, Shishkov described the harmonious relations
 which had prevailed between Russians and East Prussians at the time of
 the Seven Years' War. When occupying Koenigsberg, said Shishkov,
 'Russian progressive officers were interested in everything that was use-
 ful [cf. cat. 116, pp. 104-118, R1 Sov. Un., 21: Kolarz -- Analyst]